

Second Page of the Automobile Section

CARE WILL PROLONG LIFE OF YOUR CAR

"The life of an automobile depends considerably upon the care which it receives," maintains Frank Thomas local Durant Dealer in four and six cylinder models. "Most of the motor car trouble can be traced to putting off adjustments that can be regularly attended to. Carelessness of the owner has been the cause in many cases, hence he is to blame for the short service of his car."

"Proper care of the car should begin with the purchase. Right then the owner should start his motoring career with the fixed idea that his automobile is a piece of machinery, subject to wear and requiring just as much attention as you would bestow on a dynamo, a grandfather's clock or a radio outfit."

"Keeping this in mind will offset the common impression that many motorists possess. Not a few drivers have sentimental thoughts concerning their cars, believing that they will always stand up to proper attention. Such men are usually disillusioned just when the services of their car means most to them."

"Regular attention and care prolongs the service of the car to a vastly greater extent than periodical complete overhauls. Get the habit of inspecting your car before making a trip, just the same as the farsighted horseman will rub his hand over his animal before mounting."

"A glance under the hood with the motor running, attention to any sound not in tune, a measurement of gas, water, and oil, a test of the wires and tires will be well worth the slight delay in starting. Such an inspection of vital parts will offset unnecessary annoyances and greater delay on the trip."

"The motorist should study the complete instruction book as supplied him by the manufacturer in order that he will know the proper care of all the parts of his car. As he becomes familiar with as many parts as possible, he will fully realize that service rests primarily upon the attention the car receives."

"Neglect your car, and your car will neglect you. Treat it properly and regularly and it will treat you in a like manner."

Norway has reduced taxes of foreigners owning property in that country from one to one-half per cent of the value of the property.

Members of the British Expedition to Mount Everest managed to reach a record height of 27,300 feet, more than half a mile higher than man ever scaled mountain heights before.

TRAIN and MAIL SCHEDULES

WESTBOUND TRAINS
No. 7 12:40 A. M. (Mail)
3 1:53 A. M. (Limited)
21 Arrives 7:45, departs 8:15

EASTBOUND TRAINS
No. 8 10:25 P. M.
22 5:30 A. M.
10 Arrives 11:10, departs 11:45

OATMAN STAGE
Leaves Kingman every morning at 8:30.
Arrives at Oatman 10:00 A. M.
Leaves Oatman daily 3 P. M.
Arrives Kingman 4:30 P. M. (Making connections with Santa Fe train No. 9.)

CHLORIDE TRAIN
Leaves Kingman Saturdays at 9:10 A. M.
Arrives from Chloride 1:15 P. M.

MAILS—WESTBOUND
For No. 9 mail closes at 4:30 P. M.
For No. 7 mail closes 6:45 P. M.

MAILS—EASTBOUND
For No. 10 mail closes 10:15 A. M.
For No. 2 mail closes 6:45 P. M.

OATMAN MAIL
Mail stage leaves for Oatman between 8 and 8 A. M. daily.

Mail leaves Oatman for Kingman 1 P. M. arriving at Kingman not later than 4 P. M.

CHLORIDE MAIL
Tuesdays and Thursdays mail closes at 12:30 P. M.
Saturdays mail closes at 8:30 A. M.

SANDY MAIL
Mail truck leaves for the Sandy at 5 A. M. on Mondays and Thursdays. Mail must be in the postoffice the afternoon of the day before. Mail arrives from the Sandy Tuesdays and Fridays.

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AND
ZEROLENE**

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Modern Crankcase Cleaning Service helps to keep your engine in prime condition. Safe—thorough—correct.

STANDARD OIL COMPANY
(California)



'MEMBER 'WAY BACK WHEN TIRES BANKRUPTED DAD?

Two-bit haircuts and dime shaves! "Them days is gone forever."

"Three custom-made shirts for a five dollar bill and thick, tender steaks at twenty cents a pound!

Just a grand and glorious memory, too."

But motorists can find consolation and a silver lining to the high-price cloud by comparing the tire costs of 1910 with those of today.

"Twelve years ago, the automobile owner paid approximately twice as much for a tire as he does now."

"Are you skeptical? Well, run your doubting eyes over these two price lists, showing the comparative costs of four of the most popular tire sizes in 1910 and 1922:

	1910	1922
30x3	\$23.40	\$9.20
30x3½	21.30	10.65
33x4	51.85	25.25
35x5	89.95	41.05

"This price reduction is only the half of it. There's double the mileage also in the tire of today, and that's being conservative. I know of no other factor in the economical operation of an automobile that represents greater value than the present day tire, costing half as much as the tire of 1910 and built to give at least twice as much service."

"With the All-Weather Tread as the leader in the superior quality field and the new Cross-Rib Cord tire now in the popular price market there's a Goodyear tire for every buyer."

"The surprising thing about this tire price reduction too is that labor and material costs have not dropped proportionately. Compared to 1910, the Goodyear workman now receives 114 per cent higher wages and Goodyear pays 54.8% more for cotton. It is true that the cost of crude rubber has fallen 88 per cent since 1910, but this saving, while a factor, does not offset the increased cost of labor and cotton and therefore, cannot justify the unprecedented low tire prices of 1922."

"Two things are chiefly responsible for the low tire prices of today: improved methods of manufacture and quantity production. At the Goodyear factories, machines have been developed that make better tires faster, and annual production has been speeded up from 2,101,000 tires in 1910 to 5,146,000 casings in 1921."

"The tire buyer of today is reaping the benefits both of the savings effected and the quality developed. He is getting sturdier, more enduring tires at the lowest prices in Goodyear history."

COPPER PURCHASES GAINING MOMENTUM

The shipment of copper to Europe, especially to Germany, is gaining considerable momentum, last week's export showing a total of 5,605 tons. During the month of August there was shipped to Germany and Holland a total tonnage of 22,897. The Germans are willing to take our copper at a good figure, provided an agreement can be entered into for deferred payment, i. e., until after the billets may be manufactured. The one weak thing about the sale of copper to these Europeans is that articles manufactured from this copper will soon be coming back into this country to vie with our own manufactures, which will have the effect of curtailing manufactures in this country. Instead of inducing shipments of copper to Europe every effort should be made to widen and develop the market for copper and other manufactures within the United States, giving employment to thousands of artisans and in that way stabilize the industry."

While every effort is being made to extend the uses of copper throughout the country, better direction should be given to the building of a market that will extend home consumption of manufactures instead of the shipments of the raw material to Europe. Let the United States extend the uses of manufactures of copper into the markets that are now assimilating the manufactures of Europe. The producers of this country, if they would, can control the copper market of the world, either for the raw or manufactured products, without raising the prevailing prices for these products to the actual consumer."

Colorado has a mountain area six times as great as Switzerland, with 42 peaks exceeding 14,000 feet altitude as against eight such giants of the Swiss Alps. It has 36 mountains higher than Mount Fuesternhorn, the highest peak in Switzerland.

A unique feature in the ventilating system in the council chamber of the London County Council's palace at Westminster is that each member is able to control his own immediate atmosphere. A control button below his desk feeds cold or warm air from a range of pipes beneath the floor which lead to noiseless fans, water sprays, thermometers, dynamos and a network

of brass pipes. A sudden change in the outside temperature is automatically conveyed to sensitive instruments so that they promptly adjust their efforts toward maintaining an even temperature inside.

The original hero of Owen Wister's novel, "The Virginian", recently dropped dead in Los Angeles. The man,

who had been a guide in Yellowstone Park 35 years, punched cattle with Buffalo Bill and had many exciting experiences in the days of the old West, died eating an ice cream cone.

The Harvard Board of Admission met early in August and elected a Jewish professor as chairman.

Making 20 Years of Racing Serve Car Owners Today

IN the early days of automobile contests, Barney Oldfield—out to win every race—studied tires. His consistent success led other drivers to ask for tires constructed to his specifications.

Twenty years of road and track victories—with a steady and increasing demand for tires as he built them—convinced Barney Oldfield that these speed tests pointed the way to a better tire for everyday use.

The enthusiastic reception of Oldfield Cords by the public proved he was right. Scores of the most prominent dealers in the country—and many thousands of car owners, experienced in the use of tires—bear witness by their decided preference that Oldfield is doing a bigger and better job of tire making.

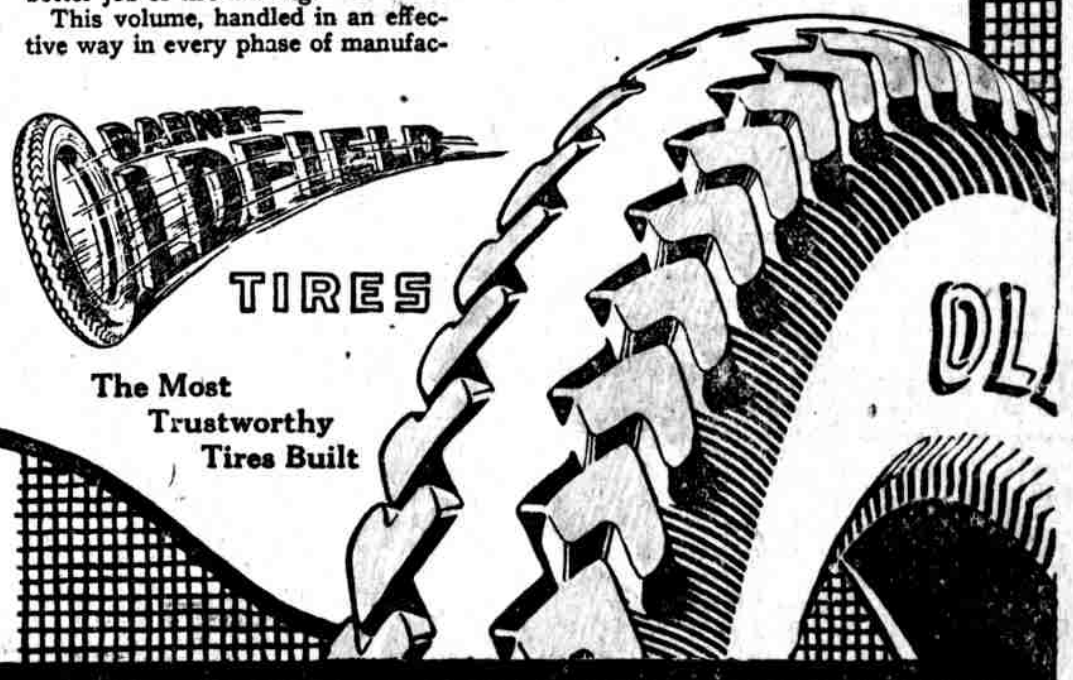
This volume, handled in an effective way in every phase of manufac-

ture and distribution, has resulted in price quotations far below what you'd expect on tires known to be better built and more enduring.

Practically every important race event for three years has been won on Oldfields. The Wichita Test Run in which an entire set of Oldfield Cords covered 34,525 miles on rough roads proves the mettle of the Most Trustworthy Tires Built in everyday driving.

The Master Driver and Tire Builder has given the public a new standard of tire wear and tire cost—a true economy that every car owner should know about.

Your Oldfield dealer has these facts—talk to him.



Farrow-Stackpole Automotive Co. KINGMAN, ARIZONA

"I knew him when he was a boy"

What one is there of us that has not felt the glow of satisfaction over the outstanding success of a life-long friend! Often a surprise—seemingly "all of a sudden." Yet neither surprising nor sudden, when you stop to think back over each step of his progress.

THE United States Rubber Company—makers of U. S. Royal Cords—were first to conceive, make and announce the balanced tire. A tire in which there is such complete unity of action in tread and carcass that neither will give way before the other.

First to conceive, make and announce a complete line of tires—a tire for every need of price and use under one standard of quality.

First to tell the public about the good and bad in tire-retailing. (You remember the phrase "Go to a legitimate dealer and get a legitimate tire.")

First also to arouse industrial and trade minds to the need of a new kind of tire competition. (Competition for better and better values. Greater and greater public confidence.)

THESE high spots along the U. S. Road to leadership indicate the intent—the will to win by the quality route in a price market.

Now that so many car-owners have given their verdict for quality tires in general, and U. S. Tires in particular—a number of dealers and car-owners whose vision has been clouded by "discounts," "sales" and what not, are beginning to remember that they "knew him when he was a boy."

United States Tires are Good Tires

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U. S. Royal Cord Tires
United States Rubber Company

Fifty-three Factories The Oldest and Largest Rubber Organization in the World Two hundred and thirty-five Branches

Where You
Can Buy
U. S. Tires:

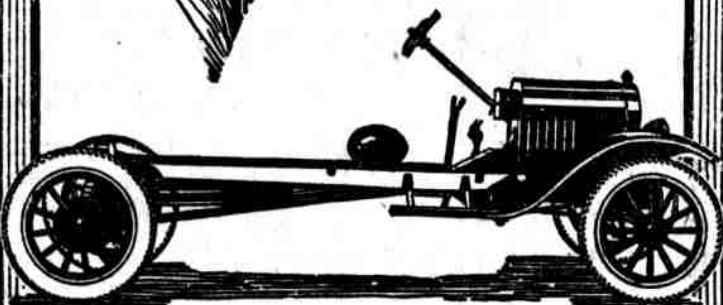
FORD DEALERS GARAGE

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and Spend the difference
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